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**Federal Judge Lifts Injunction
On Port of Philadelphia Deepening Project**
Ruling clears key roadblock

PHILADELPHIA, Nov. 19, 2010-- The Delaware River deepening project got a major boost on Wednesday, November 17 when a federal judge ruled against those trying to stop the project, rejecting their request for a permanent injunction and lifting the temporary injunction imposed earlier this year that threatened additional work.

The decision, handed down by Judge Sue L. Robinson of the United States District Court for the District of Delaware, will allow the U.S. Army Corps of Engineers move forward as appropriate.

"This is great news for the many families that rely on the Delaware River for their livelihood," said Philadelphia Regional Port Authority (PRPA) Chairman John H. Estey, in response to the ruling.

The PRPA, which is the local sponsor of the project, had joined the suit in support of the deepening.

"Although there is much more to do to ensure the project's completion, initial results are promising and today's decision will help move the project forward," said Chairman Estey.

The \$277 million project will deepen the Delaware River Main Shipping Channel from 40 feet to 45 feet from Philadelphia through the Delaware Bay, a distance of 102 miles. The project began in March, when an 11-mile stretch in Delaware waters was deepened. That work ended in September. Plans are underway for the next portion or "reach," as they are called, to be deepened.

The action to prevent further deepening had initially been filed by the Delaware Department of Natural Resources and Environmental Control (DNREC) against the U.S. Army Corps of Engineers. The State of New Jersey, the Delaware Riverkeeper Network, the Delaware Riverkeeper, the Delaware Nature Society, the National Wildlife Federation, the New Jersey Environmental Federation and Clean Water Action had filed motions in support of DNREC.

The ports of the Delaware River support an estimated 75,000 jobs, generate billions in revenue and wages and contribute more

than \$150 million annually in state and local taxes.

"This is a great day not only for the men and women who work at the Port of Philadelphia, but for the regional economy, too," said James T. McDermott Jr., Executive Director of the PRPA. "We have proven time and time again, this project is vital to the continuing growth of the local maritime industry. The more cargo we can bring here, the more jobs we can create."

Advances in technology and improvements in infrastructure internationally threaten this vital local industry. As of 2014, the Panama and Suez Canals will both have the capacity to handle vessels with drafts exceeding 45 feet and both the Port of New York and the Port of Baltimore are currently or have recently deepened. To remain competitive, Delaware River ports must be able to accept the larger vessels.

"If we are going to ensure the future economic viability of our ports in the region, we need to deepen the Delaware channel to 45 feet," said Chairman Estey. "If we do not deepen, the ports along the Delaware are destined to become 'niche' ports, with limited cargo-handling ability, costing thousands of good jobs. If we deepen the channel, we'll create thousands of jobs."

Future news releases will update the international maritime industry on the progress of the Delaware River Channel-Deepening Project. The Philadelphia Regional Port Authority, the local match for this federal deepening project, is an independent agency of the Commonwealth of Pennsylvania charged with the management, maintenance, marketing, and promotion of publicly owned port facilities along the Delaware River in Philadelphia, as well as strategic planning in the port district. PRPA works with its terminal operators to modernize, expand, and improve its facilities, and to market those facilities to prospective port users. Port cargoes and the activities they generate are responsible for thousands of direct and indirect jobs in the Philadelphia area and throughout Pennsylvania, as well as numerous other economic benefits.



PHILADELPHIA REGIONAL PORT AUTHORITY WELCOMES FIRST HYUNDAI/KIA VESSEL TO THE PORT OF PHILADELPHIA

FIRST OF SEVEN EXPECTED AUGUST CALLS DELIVERS OVER 1,800 VEHICLES TO PACKER AVENUE MARINE TERMINAL AND PIER 98 ANNEX AUTO-PROCESSING FACILITY

CHAIRMAN ESTEY LAUDS THIS "SUBSTANTIAL NEW BUSINESS"

PHILADELPHIA, AUGUST 3, 2010...In what promises to be a busy month of August at the Packer Avenue Marine Terminal (PAMT), Philadelphia Regional Port Authority (PRPA) Chairman John H. Estey today hailed the arrival of the first of seven vessels scheduled to arrive this month, together expected to deliver more than 17,000 Hyundai and Kia vehicles to the Port of Philadelphia.

The first vessel, named the "Hyundai 203", arrived late Monday, August 2, at the South Philadelphia terminal, carrying 1,811 vehicles from two ports in South Korea. At 8:00 a.m. today, ILA work crews began unloading the vehicles from the vessel and transporting them to the adjacent auto finishing facility at Pier 98 Annex at Columbus Boulevard and Oregon Avenue, by the Walt Whitman Bridge. Teamster labor will handle the vehicles once they arrive at Pier 98 Annex. Once processed at Pier 98 Annex, the vehicles will leave the facility by truck and possibly rail for delivery to Hyundai and Kia dealerships throughout the United States.

Today's delivery is the culmination of more than a year's work in bringing this business to the Port of Philadelphia. Ultimately this business is expected to create 276 full-time job equivalencies locally, and 415 jobs throughout the region. As many as 100 new vessels a year will result from this business.

In April, Pennsylvania Governor Edward G. Rendell announced that the Philadelphia Regional Port Authority and the Holt Group had reached an agreement with Hyundai Motor Co. and its logistics affiliate, Glovis of America, to import and process 150,000 Hyundai and Kia vehicles annually through Packer Avenue Marine Terminal. Greenwich Terminals LLC, a Holt company, has a long-term lease with PRPA to operate the Packer Avenue Marine Terminal.

Philly Ro-Ro Partners will operate PRPA's 85-acre automobile processing facility at Pier 98 Annex. PRPA will make up to \$1 million in capital improvements to the facility, and Philly Ro-Ro Partners will contribute \$3.7 million in improvements, turning a well-equipped automobile-handling center into one that is state-of-the-art. Many of these improvements have already been made to ready the facilities for the initial vessel calls.

"This much-anticipated relationship brings substantial new business to the Port of Philadelphia," Chairman Estey said, in response to news of the arrival of the first vessel today. "We have many people to thank for their hard work and commitment, including Governor Rendell, Glovis, Philly Ro-Ro, Holt Logistics, the staff of the PRPA, and the dedicated men and women in our labor community."

Glovis previously moved these automobiles through facilities in Newark, N.J. and Baltimore.

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COMMONWEALTH NARROWS SOUTHPORT PROPOSALS TO TWO FINALISTS MAJOR NEW MARINE TERMINAL AT PORT OF PHILADELPHIA ONE STEP CLOSER TO REALITY

PHILADELPHIA, JULY 23, 2010... Less than three months after seeking proposals from interested parties to design, operate and maintain a major new marine terminal in South Philadelphia, Governor Edward G. Rendell announced today the shortlist of the teams that will continue in the solicitation process in developing a public-private partnership that is expected to bring millions of dollars of investment to the region.

One of the teams selected was a consortium comprising Delaware River Stevedores ("DRS") and Hyundai Merchant Marine America ("HMMA"). DRS is a joint venture between Carrix, Inc., and Ports America Group, the two largest independent terminal operating companies in the United States. DRS has vast stevedoring experience at several major U.S. ports, including the Port of Philadelphia. HMMA, a wholly owned subsidiary of Hyundai Merchant Marine Co., Ltd., is a major Asian carrier growing by leaps and bounds in both worldwide trade lanes and in the U.S. port industry.

The other team selected was SMT Development Partners, principally comprised of the Spanish-based Obrascon Huarte Lain, S.A. (OHL), with support by worldwide port engineering firm CH2M Hill. OHL is responsible for many successful capital construction projects in the international port industry. Also included in the team are the The Judlau and Jay Cashman firms, representing construction and finance aspects of the proposal.

The above-listed teams, both of which would be great assets to the Commonwealth's port industrial plans for the area in South Philadelphia designated for Southport, were selected based upon responses to the first phase of the proposal process, or "SFP", that was issued May 12, 2010 for the construction and operation of the Southport Marine Terminal, which is envisioned as a state-of-the-art facility strategically positioned to handle growing international trade volumes. The Commonwealth's Department of General Services ("DGS") is administering the selection process.

"We are pleased by the response to the SFP, and excited by the prospects the Southport project brings to the region," Governor Rendell said. "These companies that have expressed interest in Southport have solid track records in terminal development, and

we look forward to working with them as this process continues.”

The Southport Marine Terminal project represents the first major expansion of the Port of Philadelphia in 50 years. Located to the south of the Packer Avenue Marine Terminal, it will be supported by three Class One railroads and a network of highways to enhance intermodal opportunities. In addition, the acreage on the site offers excellent potential for future growth and expansion.

“As the nation’s economy slowly emerges from the recession, we are poised to capture a substantial amount of the increasing cargo volumes that will be coming,” said John H. Estey, chairman of the Philadelphia Regional Port Authority. “The Southport project offers us not only the opportunity to maintain our competitive edge, but allows us to seek new opportunities and attract new cargo and thousands of family-sustaining jobs.”

The next step in the selection process, Chairman Estey said, is an intensive is the development of the phase two submissions by the short listed bidders. Based upon the phase two submissions, DGS plans to announce the preferred bidder in September and reach commercial close in November.

Today’s announcement is a continuation of the commitment of Governor Rendell and the PRPA to the Southport project. In May 2009, Governor Rendell dedicated up to \$25 million in capital funds to accelerate the project. The money has funded environmental studies, permitting, land acquisition, geotechnical work, site preparation, utility analysis and site access work.

The Philadelphia Regional Port Authority (PRPA) is an independent agency of the Commonwealth of Pennsylvania charged with the management, maintenance and promotion of public port facilities along the Delaware River in the City of Philadelphia.

Governor Edward G. Rendell of Pennsylvania has made development and expansion of the Port of Philadelphia a cornerstone of his administration, recognizing the great economic benefits of a thriving seaport to the citizens of the Philadelphia region and throughout the Commonwealth. He was instrumental in seeing that the long-envisioned Delaware River Channel Deepening Project finally began earlier this year.



COMMONWEALTH OF PENNSYLVANIA SEEKS PRIVATE PARTNERS FOR MAJOR PORT EXPANSION IN PHILADELPHIA

Philadelphia, May 12, 2010...In a major initiative to boost economic growth and job opportunities, Governor Edward G. Rendell announced today that the Commonwealth of Pennsylvania, working closely with the Philadelphia Regional Port Authority, is seeking proposals from interested parties to design, operate and maintain “Southport,” a major new marine terminal in South Philadelphia, along the Delaware River. The project will be a public-private partnership, expected to bring millions of dollars of investment to the region.

The Southport project will add a state-of-the-art marine terminal to the portfolio of the Philadelphia Regional Port Authority, strategically positioning the region to capitalize on steadily increasing cargo volumes. With an improvement underway in the nation’s economy and concurrent growth in retail sales and distribution supply, the Port of Philadelphia’s international trade volume is expected to grow substantially. Thousands of new, family-sustaining jobs are anticipated from the Southport project, as well as millions of new dollars in state and local tax revenue. As currently envisioned, the Southport site features superior intermodal opportunities and excellent potential for future growth and expansion.

“Southport will allow the Port of Philadelphia to capture a greater share of waterborne commerce largely because of its size and access to rail service and major highways,” Governor Rendell said. “In addition, because of the new cargo, Southport represents thousands of good, family-sustaining jobs that will have a positive economic impact on the region.”

PRPA Chairman John H. Estey said: “History will show that we are at an extremely fortuitous time. Not only do we have our

channel deepening project underway, but with this SFP we clearly demonstrate that Philadelphia has the premier site on the East Coast for new terminal development. Other parcels of this size, backed up by first-class rail and road infrastructure, simply do not exist on the eastern seaboard. We're very grateful for the continued commitment and strong support of Governor Rendell and Mayor Nutter in bringing this much-anticipated project to fruition."

The new Southport terminal demonstrates the commitment of Governor Rendell and the PRPA to enhancing the competitive position of the Port of Philadelphia. To accelerate the Southport project, Governor Rendell dedicated up to \$25 million in capital funds on May 22, 2009. That investment has funded environmental studies, permitting, land acquisition, geotechnical work, site preparation, utility analysis, and site access work.

A developer for the Southport project will be selected pursuant to a public, competitive selection process administered by the state Department of General Services. Interested parties are encouraged to participate in an informational webinar on the Southport project, which will take place on May 20, 2010. More information on the Southport webinar and the project itself is available at www.dgs.state.pa.us.

"This visionary concept will assure the future of the Port of Philadelphia for generations. This will be a meaningful private-public partnership that will assure Pennsylvania a major role in international trade and commerce," said Chairman Estey.

In addition to launching the Southport project, the PRPA has seen tremendous growth and expansion over the past three months with the arrival of three new lines of business. Hyundai Motor Company and Glovis, its logistics affiliate, selected the Port of Philadelphia to import and process 150,000 Hyundai and Kia vehicles annually through the Packer Avenue Marine Terminal, creating 275 full time jobs on the waterfront. Sea Star began calling PRPA's Tioga Marine Terminal in April, bringing 52 new ship calls each year and 350,000 tons of new containers and breakbulk, yielding 191 new jobs. Finally, M-Real, a Finnish paper company, selected the Port's Forest Products Distribution Center for its U.S.-bound cargoes, resulting in up to 24 new vessel calls annually, 150,000 tons of cargo and 82 new jobs.

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PORT OF PHILADELPHIA MARKS GRAND OPENING OF NEW FOREST PRODUCTS WAREHOUSE

115,000 SQUARE FOOT WAREHOUSE WILL HELP RETAIN AND EXPAND PORT'S FOREST PRODUCT CARGOES

PHILADELPHIA, MAY 10, 2010... James T. McDermott, Jr. Executive Director of the Philadelphia Regional Port Authority (PRPA) today presided over the grand opening of the Port of Philadelphia's new 115,000 square foot forest products warehouse at Pier 74a in south Philadelphia. The new warehouse is the newest addition to the Port's Forest Products Distribution Center, which is operated by Penn Warehousing & Distribution, Inc., with stevedoring services provided by J.H. Stevedoring, Inc. The Forest Products Distribution Center encompasses Piers 78/78a, Piers 80/80a, Piers 38/40, and, now, Pier 74a.

"I'm very pleased to mark the opening of our new state-of-the-art forest products warehouse," said Mr. McDermott on May 10. "In the intensely competitive world of maritime commerce, this excellent facility will allow us to better serve our existing customers, as well as help us attract new ones. It was truly an excellent investment on the part of Governor Rendell and the

Commonwealth of Pennsylvania.” Mr. McDermott went on to laud the support of Governor Rendell and the Commonwealth in all areas of port operations.

Already, officials of Penn Warehousing & Distribution, Inc. have cited new business at the forest products center that was generated directly or in large part because of the new warehouse.

“Expertise in handling the cargo, excellent facilities, and mutually-beneficial business agreements are what keep ships coming into our forest products center,” said John Brown, Jr., President of Penn Warehousing & Distribution, Inc. “Thanks to the help of the Commonwealth of Pennsylvania, we added a major new selling point to that successful formula.”

Joining Mr. McDermott and Mr. Brown at the May 10 ceremony were Pennsylvania State Senator Lawrence Farnese, Pennsylvania State Representative William Keller, and several PRPA board members. Staff members of PRPA and Penn Warehousing & Distribution, Inc., and invited members of the Philadelphia maritime community, also attended.

Most of the cargoes handled at the Forest Products Distribution Center are rolls of high quality coated paper from Finland and Sweden. This high quality product also arrives from other European countries, as well as from South America. The paper is ultimately used in the printing of magazines, catalogs, and quality printed pieces such as brochures and other promotional materials. Some newsprint also comes into the facility. Paper rolls require clean, dry, spacious interior storage to reduce the chance of damage to the cargo and to allow the large volumes that arrive here to be efficiently moved by forklifts around the facility and eventually onto rail cars and trucks.

During the grand opening ceremony, the critical role of the Port’s ILA and Teamster workforce was also acknowledged as a vital component in attracting cargoes to the facility. “We now have this new, state-of-the-art warehouse to serve the needs of our shippers,” said Representative Keller, “but equally important is that we have experienced members of the Port’s labor force unloading those cargoes from the vessels and moving the rolls within the warehouse. We’re extremely proud of our labor force. It’s not the guys in the suits and ties that make things happen, it’s the guys in the orange vests and hardhats.”

The speakers went on to laud the many facets of the new warehouse, including its energy-efficient lighting, modern sprinkler system, and a design conducive to the efficient flow of cargo in and out of the warehouse. “This is truly the newest gem on our working waterfront,” Mr. McDermott said.

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Penn Warehousing & Distribution, Inc. is a family-owned business that has operated the Port of Philadelphia’s Forest Products Distribution Center for more than thirty years. PRPA and Penn Warehousing often work together to identify and attract new cargoes to the facility.



HYUNDAI MOTOR CO. AND ITS LOGISTICS AFFILIATE TO IMPORT AND PROCESS HYUNDAIS AND KIAS THROUGH PORT OF PHILADELPHIA

About 150,000 cars anticipated annually; 276 new full-time jobs expected

Philadelphia, April 21, 2010 — Governor Rendell announced today that the Philadelphia Regional Port Authority and Holt Logistics Corp. have come to an agreement with Hyundai Motor Co. and its logistics affiliate, Glovis of America, to import and process 150,000 Hyundai and Kia vehicles annually through the Port of Philadelphia’s Packer Avenue Marine Terminal (PAMT)

starting in May.

The vehicles will be processed at an auto finishing facility at Pier 98 Annex at Columbus Boulevard and Oregon Avenue by the Walt Whitman Bridge.

The much-anticipated deal – more than a year in the making -- is expected to create 276 full-time job equivalencies locally, and 415 jobs throughout the region, for the work involved in unloading the vehicles and preparing them for sale. Once completed, those cars are likely to leave the facility by truck and possibly by rail. Glovis previously moved these automobiles through facilities in Newark, N.J. and Baltimore.

"This is substantial and very welcome new business for the Port of Philadelphia," said John H. Estey, Chairman of the Philadelphia Regional Port Authority. "Our current projections indicate that 100 new vessels a year will result from this business, as well as a big increase in trucking and rail activity. Glovis' move to the Port of Philadelphia will be felt throughout the city and region in a big way."

"This is a great day for the Port of Philadelphia," said Thomas J. Holt, Jr., Chairman of Holt Logistics Corp., the leasehold company which leases PAMT under a long-term lease with the Philadelphia Regional Port Authority. "We are very excited about imported automobile services returning to the Philadelphia waterfront. It has been more than a decade since the Port has handled shipments of new autos, and the new business represents a major step forward for Packer Avenue Marine Terminal and the Port of Philadelphia."

"It will be wonderful to see automobile cargoes once more arriving in Philadelphia," said PRPA Executive Director James T. McDermott, Jr. "We have the facilities and the experience to expertly handle auto imports, and truly look forward to a long, mutually-productive relationship between the Port and Glovis."

Today's announcement follows an October 2009 agreement between PRPA and Philly Ro-Ro Partners for the latter to operate PRPA's 85-acre automobile processing facility at Pier 98 Annex in South Philadelphia. PRPA issued requests-for-proposals for the facility in March 2009.

Once the preliminary agreement was in place in October, Philly Ro-Ro Partners began working with PRPA and the regional port community to address improvements to the facility, permits, and various logistics details with Glovis. All those details have now been addressed.

PRPA will make up to \$1 million in capital improvements to the Pier 98 Annex facility and Philly Ro-Ro Partners will contribute \$3.7 million in improvements, turning a well-equipped automobile-handling facility into one that is state-of-the-art.

Hyundai Motor Co. has drawn much positive press in recent months for the quality of its cars, as well as a larger domestic market share – from 4.8 percent in 2007 to 7.1 percent in 2009.

Hyundai distributes automobiles to almost 800 dealerships throughout the United States. Initially known for its dependable economy vehicles, Hyundai has made dramatic inroads in the family and luxury car markets in recent years. In a 2010 Vehicle Dependability Study (VDS) by J.D. Powers and Associates, Hyundai moved up four places from its already impressive 2009 ranking.

"Quality is our number one priority and customers have come to expect that Hyundai vehicles will measure up to the best in the industry," said Frank Ferrara, executive vice president, corporate planning and customer satisfaction, upon release of the J.D. Powers study. "Hyundai backs its cars with a 10-year, 100,000-mile warranty to signal our partnership with buyers in their vehicle purchase. We aim to raise the bar for the industry not only in quality off the showroom floor, but after years of driving, as well."

"We look forward to a mutually beneficial relationship with the Philadelphia port community," said Glenn Clift, Chief Operating Officer of Glovis. "The facilities and the working relationships we've established are likely to make our entry here both smooth and efficient and we are excited to now be based here with our fast-growing auto business and the ability to expand in Philly as we continue to grow."

A local labor leader applauded the deal.

"This brings all of our people back to work full-time instead of part-time," said Boise Butler, president of International Longshoreman's Association Local 1291, whose members will remove cars from incoming vessels. "A ship every six days is phenomenal. It's good news, especially in these trying economic times." Mr. Butler is also a member of the PRPA Board of Directors.

Mr. Butler anticipates that approximately 100 Local 1291 members will gain work through the deal.

Further information about this substantial new business for the Port of Philadelphia will be released when vessel calls commence later this spring.

About Holt Logistics Corp.

PAMT is the region's largest container terminal. Located under the Walt Whitman Bridge, the terminal is superbly connected to regional highways and three Class I railroads. The Holt family has operated at the PAMT since 1988, turning it into a state-of-the-art marine terminal. Holt Logistics is a logistics management, technology, marketing and corporate service organization. Holt Logistics provides the international face to the port in cooperation with the Philadelphia Regional Port Authority, an agency of the Commonwealth and owner of the PAMT.

About the Philadelphia Regional Port Authority

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Finnish Paper Company M-real Selects Port of Philadelphia For Its U.S.-Bound Cargoes

150,000 tons of new cargo, up to 24 vessel calls will result

PHILADELPHIA, March 31, 2010... John H. Estey, Esq., Chairman of the Philadelphia Regional Port Authority (PRPA), today announced that the European paper company M-real, based in Finland, has selected the Port of Philadelphia as its primary U.S. port of entry for its high quality paper products. Effective May 7, Wagenborg Shipping B.V., a major forest products carrier, will begin delivering M-real's cargoes to PRPA's Forest Products Distribution Center at Piers 78 & 80. The facility is operated by Penn Warehousing & Distribution Company, Inc.

"High-quality paper has long been one of our signature cargoes at the Port of Philadelphia," said Chairman Estey. "So it's especially appropriate that such a significant piece of new business for our port has now come from that industry."

The new cargo, which previously entered the US via the Port of Baltimore, will result in 18 to 24 new vessel calls per year at Piers 78 & 80, and about 150,000 metric tons of new cargo, according to projections. High-quality paper is shipped in heavy rolls in vessels designed especially for this sensitive cargo.

"The excellent reputation of Penn Warehousing & Distribution Company and its ILA/Teamster workforce, as well as the PRPA's recent addition of a new warehouse specially designed for paper at nearby Pier 74, were major factors in M-real's decision to relocate to Philadelphia," said James T. McDermott Jr., PRPA's Executive Director. This is great news for the Port of Philadelphia,

and we intend to provide a high level of service and support for M-real.”

John Brown, president of Penn Warehousing, welcomed the news.

“We are delighted by M-real’s decision to come to the Port of Philadelphia,” he said. “Our labor force is specially trained for this work, and our facilities are designed to insure the safety and integrity of the cargo. We look forward to a productive working relationship with M-real.”

PRPA will provide further information about M-real cargoes moving through the Port of Philadelphia once vessel calls commence in May.

About the Philadelphia Regional Port Authority

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About M-real

M-real, based in Finland, is Europe’s leading producer of paperboard and a major supplier to consumers around the world. The company offers high-performance paperboards and paper for consumer packaging, communications, and advertising end-uses.

About Wagenborg Shipping, B.V.

Wagenborg shipping, B.V., based in the Netherlands, is involved in sea transport, stevedoring, road transport, warehousing, crane rental, towage, and passenger services. The Wagenborg fleet consists of more than 145 modern sea-going vessels.



PHILADELPHIA REGIONAL PORT AUTHORITY WELCOMES SEA STAR LINE, LLC TO PORT OF PHILADELPHIA

NEW WEEKLY CALL WILL BRING 52 SHIPS PER YEAR TO TIOGA MARINE TERMINAL

PHILADELPHIA, MARCH 24, 2010... John H. Estey, Esq., Chairman of the Philadelphia Regional Port Authority (PRPA) is pleased to announce that Sea Star Line, LLC, a major carrier serving the US, Puerto Rico, and the Caribbean region, will begin calling PRPA’s Tioga Marine Terminal in Northeast Philadelphia beginning in April. Sea Star Line will initiate a weekly ship call beginning on Friday, April 23, and expects to bring a ship to Tioga Terminal every Friday after that. Sea Star will handle a variety of containerized cargoes, as well as roll on/roll off cargoes. Tioga Marine Terminal is operated by Delaware River Stevedores, Inc.

“This is great news for the Port of Philadelphia, and for one of our most efficient terminals,” said Chairman Estey. “Tioga Marine Terminal has two container cranes, a mobile harbor crane, ample space for containers, an experienced labor force, and so many other attributes. It’s a great fit for Sea Star Line.”

“To have fifty-two ships a year that we didn’t have before, that’s really saying something,” said PRPA Executive Director James T. McDermott, Jr. “Over the course of a year, those ships will provide thousands of ILA man-hours to our labor force, supporting and expanding the family-sustaining jobs that are so important to our operations. Indirect jobs, business revenues, state and local taxes, and many other economic spin-offs will also result.”

The Port will see many diverse, new cargoes as a result of Sea Star Line. A typical Sea Star vessel at the Port of Philadelphia will include cargoes such as consumer goods, chemicals, and machinery.

In the company's own announcement about its new service in Philadelphia, Sea Star Line President and Chief operating Officer Frank Peake extolled the virtues of the new service, concluding with the following: "Tioga Marine Terminal is an ideal partnership because it provides ready access to highways and intermodal facilities, quick gate turns, on-site warehouse space, reefer plug availability, heavy-lift cranes, and ample space."

PRPA will provide further information about Sea Star Line's new service once it commences next month. Shippers who have an interest in this new service should contact PRPA's Marketing Department at (215) 426-2600 at their convenience.

About the Philadelphia Regional Port Authority:

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About Sea Star Line, LLC:

Headquartered in Jacksonville, Florida, Sea Star Line offers cargo transportation services from North America to Puerto Rico and the Caribbean Islands. According to the company, Sea Star's vessels are the most versatile in the trade, able to carry the widest range of unique and diverse cargoes. Company operations are certified ISO 9001, ISO 14001, meet Green Office standards, and were selected for the QMS Company of the Year Award. Sea Star recently received top honors as a recipient of the 2009 Logistics Management Quest for Quality Award in the Ocean Carrier segment.



U.S. District Court Ruling Allows the Deepening of Delaware River to Begin Immediately

PHILADELPHIA, January 27, 2010...The United States District Court for the District of Delaware late today refused to block the critically needed deepening of the Delaware River to 45 feet. In a decision signed by Judge Sue L. Robinson, the Court ruled the project could proceed, but that it expected the Army Corps of Engineers to work closely with impacted states on future stages of the project.

"Today's decision is great news for the tens of thousands of families whose livelihoods depend on Philadelphia area ports and for the taxpayers of Pennsylvania, Delaware and New Jersey who will reap the economic benefits of the deepening," said John H. Estey, chairman of the Philadelphia Regional Port Authority (PRPA), the lead local sponsor of the project. "We look forward to moving quickly to begin the project, protect current jobs and, hopefully, foster the creation of new ones."

In her decision, the Judge wrote, "the public holds a vested interest in the nation's environmental preservation efforts," but that "the public holds an equally compelling stake in the continued economic vitality of the Delaware River ports." She noted, "Congress has made the determination that it is in the public interest to proceed with the Deepening Project."

The combined ports of the Delaware River currently support an estimated 75,000 jobs, generating billions of dollars of economic activity and payroll wages, and contributing more than \$150 million in state and local taxes. The deepening, first proposed almost two decades ago, is projected to directly create more than 8,000 new jobs and is critical to the long-term economic prospects of Philadelphia-area ports.

From a nationwide perspective alone, the deepening is projected to create \$1.35 in new economic benefit for every \$1 of the project's cost. Other ports across the country, including the Port of Baltimore and Port of New York/New Jersey, have already either begun or have completed deepening projects. The Port of Baltimore recently announced a private sector investment of \$750 million after the deepening. If the Delaware River is not deepened, area ports will be at a competitive disadvantage.

The Philadelphia Regional Port Authority is an independent agency of the Commonwealth of Pennsylvania charged with the management, maintenance, marketing, and promotion of publicly owned port facilities along the Delaware River in Philadelphia, as well as strategic planning in the port district. PRPA works with its terminal operators to modernize, expand, and improve its facilities, and to market those facilities to prospective port users. Port cargoes and the activities they generate are responsible for thousands of direct and indirect jobs in the Philadelphia area and throughout Pennsylvania, as well as numerous other economic benefits.



Specter Applauds District Court's Decision

WASHINGTON, January 27, 2010... Today, Senator Arlen Specter (D-Pa.) commented on the decision by the United States District Court for the District of Delaware to allow the Army Corps of Engineers to proceed with the first phase of deepening the Delaware River's main shipping channel to 45 feet:

"I applaud the District Court's decision today, thereby reaffirming the Army Corps's authority to move forward on the much-needed deepening of the Delaware. It's a giant matter of jobs and the residents of the Delaware Valley region have already waited far too long for this project to proceed which is essential to Pennsylvania's economy and future shipping.

"It is my hope that Delaware chooses not to appeal this decision to the Third Circuit; the effort will simply waste taxpayer time and money as this case is clear on the merits."

Senator Specter filed an *amicus curiae* brief in the case, Delaware Department of Natural Resources and Environmental Control v. United States Army Corps of Engineers, in which he argued that the public's interest in realizing the economic benefits that Congress intended to confer on the Delaware Valley region when it authorized and funded the project weighs heavily against the issuance of an injunction.

Senator Specter has been actively engaged with the deepening of the Delaware River's main shipping channel for nearly his entire tenure in the Senate, and since Fiscal Year 1999, Senator Specter has helped to secure over \$75 million in federal funding for the project. Deepening the channel is essential for Delaware River ports to accommodate modern, larger vessels and remain competitive in the shipping industry. A 2004 economic analysis estimated \$1.15 in economic benefits produced for every dollar spent on the project. The channel's current depth of 40 feet has been stagnant since 1941.



**Philadelphia Regional Port Authority Launches Website in Support of Delaware River Deepening
New Site Will Detail Benefits and Counter Misstatements**

PHILADELPHIA, January 19, 2010... On Tuesday, January 19, the Philadelphia Regional Port Authority (PRPA) launched a website in support of deepening the Delaware River to 45 feet.

"We are very pleased to announce this new public resource," said John H. Estey, chairman of the PRPA, today. "Given the facts about the project and its economic benefits, we believe that fair minds will see the overwhelming need for the deepening project and the tremendous benefits it will bring to the region. That's what this site will do: give people the facts about this important project."

The deepening, first proposed almost two decades ago, is projected to create more than 8,000 new jobs and is critical to the long-term economic prospects of Philadelphia-area ports. Other ports across the country, including the Port of Baltimore and Port of New York/Newark, have already either begun or completed deepening projects. The Port of Baltimore recently announced a private sector investment of \$750 million after the deepening. If the Delaware River is not deepened, Delaware River ports will be at a competitive disadvantage.

One key part of the new site will focus on combating the inaccurate and at times false statements about the economic and environmental impact of the project. In the almost 20 years since the project was first proposed, there have been dozens of studies that have determined there will be a positive economic impact and a minimal environmental impact. These reports will be posted along with a continually updated news and information.

In addition, there will be a section detailing the strong support the project has won from all over the tri-state region, including major business organizations like the Delaware Chamber of Commerce and the PENJERDEL business organizations and merchants who rely on the ports.

"If we're committed to the future economic viability of the region's ports, we need to deepen the river to 45 feet. Failing to do so will drive maritime business out of the Delaware River, along with thousands of family-sustaining jobs," closed Estey. "After almost two decades, it is time to move forward."

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Philadelphia Regional Port Authority Issues Clarification On Sydport Agreement Authority supports concept, but needs board approval

PHILADELPHIA, January 11, 2010... The Philadelphia Regional Port Authority (PRPA) today reiterated its support for the effort to implement a deep-water container terminal in Sydney, Nova Scotia known as Sydport.

In a Jan. 6 letter to James Wooder, chairman of the Sydney Marine Group (SMG), PRPA Chairman of the Board John H. Estey expressed support for the plan, including formalization of a "sisterport" relationship.

However, according to a Jan. 7 press release issued by SMG, it was reported that the PRPA had joined the International Longshoreman's Association District Council, Ports of Delaware River Marine Trade Association and the Sydney Marine Group as "parties to recently signed memoranda and a letter of intent" to advance the project. The Authority was not a party to recently signed memoranda, which may have led to confusion as a result of the wording of the press release.

“Let there be no doubt: we support the Sydport project in concept,” Mr. Estey said today. “But, as is proper in matters like these, the PRPA must conduct our legal due diligence with regards to any memoranda or documents among the parties to make certain they are in accordance with federal maritime laws.

“In addition,” he continued, “this matter is subject to approval by our Board of Directors.”

Additional study of the alliance should in no way be interpreted as a lack of support by the PRPA, said Mr. Estey.

“We need to do our homework, and then present this unique opportunity to our board,” he said.